

Approved For Release 2007/09/12 : CIA-RDP80T00246A000700240001-7

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INFORMATION REPORT		This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.	
PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY <u>Hungary</u>			
SUBJECT <u>Taszar Airfield</u>	DATE DISTRIBUTED <u>26 Mar 57</u>		
		NO. OF PAGES <u>3</u>	NO. OF ENCLS.
		SUPPLEMENT TO REPORT #	
THIS IS UNEVALUATED INFORMATION			
<p><u>This report is the result of a joint collection effort by the Air Force, the Navy, the Army, and CIA and is disseminated in accordance with the provisions of NSCID #1.</u></p> <ol style="list-style-type: none">1. <u>Taszar Airfield. It is controlled by the Hungarian Air Force and since 1952 has been occupied by the 25th HAF Jet Fighter Division.</u>2. <u>Taszar is east of Taszar village and 180° due south of the southernmost tip of Tihany Island in Lake Balaton. From this island it took an MIG-15, cruising at 600 kph, six minutes to reach Taszar. Tihany was a well-known orientation point for pilots flying to Taszar. Whenever pilots were lost they tried to locate Tihany.</u>3. <u>Taszar had only one runway which extended N/S from 22 to 24 hundred meters and was 60 to 80 meters wide. Four MIG-15 fighters could take off at once and quite often did. Immediate terrain surrounding the airfield was grassy. Aircraft could make emergency landings on the sodded field adjacent to the landing strip. They accommodated four aircraft each and repairs and maintenance were performed on them. The airfield has no significant obstructions.</u>4. <u>There were no airfield hangars. There were 19 yellow lights on each side of the runway. Blue lights marked the taxiways and there were five red hindrance lights at the south end of the runway. There were two external power units (26-U type) on the alert hardstand.</u> <p><u>classified CONFIDENTIAL</u>, are these items:</p> <ol style="list-style-type: none">A. <u>Overlay sketch showing pinpointing of this airfield, which is in the Kaposvar area.</u> <p><u>The legend for this overlay is as follows:</u></p> <p>ARMY review completed. Release as redacted.</p> <ol style="list-style-type: none">(1) <u>Taszar village.</u>(2) <u>Road, 5-6 meters wide, two-way traffic, leading to Point (3) which was the only approach road to the airfield.</u>			

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- (3) New road.
 (4) Alert building, built in 1953 of scrap brick and concrete. Single story 6 x 10 x 5 meters; tile roof. The following personnel were stationed at this building on a 24-hour basis:

2 pilots
 2 aircraft technicians
 2 mechanics
 2 mechanics' helpers
 1 radio technician
 1 instrument technician
 1 weapons mechanic

Outside of this building were:

1 fuel car
 1 fire truck
 1 ambulance

- (5) Hardstand for alert aircraft; concrete; 30 x 40 meters. Two aircraft (MIG-15) were on (1) alert status (pilot in aircraft), two aircraft (MIG-15) were on (2) alert status (pilot in alert building). There were two external power units (26-U type) located near the aircraft. Both units were connected to the aircraft on (1) alert status. A telephone was located nearby for receiving scramble orders.
 (6) Clover-sodded field which can be used for emergency landings or in the event of damage to the concrete landing strip.
 (7) Sand breakers. There were obstacles to slow down an aircraft should the pilot miscalculate and overshoot the landing strip. Sand barriers were 30-50 meters apart, three to four meters wide and 30 centimeters deep. There were three such sand barriers which extended the same distance as the width of the landing strip.
 (8) Railroad; Kaposvar-Dombovar /4623N/1808E/.
 (9) Concrete bunker. To be used as a CP in case of war. This bunker had a "P-20" Radar (Token) mobile unit set up on its roof. [redacted] radar had a "blind spot" between 350° and 360° due to the buildings adjacent to it.
 (10) Concrete underground garage for the "P-20" Radar Unit located at Point (9). In case of attack, the "P-20" was to be moved from the top of the concrete bunker, Point (9), and stored here.
 (11) Office building; [redacted]
 (12) [redacted]
 (13) 220-volt auxiliary power unit. This is not a permanent installation as plotted on overlay. Site is given only to indicate its location.
 (14) Control tower and fighter control center.
 (15) Unidentified building.
 (16) MIG-15 wooden packing crates used to store tools and fire fighting equipment. [redacted] there were several such packing crates located throughout the airfield, mainly near hardstands.

B. [redacted] sketch of this airfield, with the following legend:

- (1) through (15) are identical to (1) through (15) on Item A above.
 (16) MIG-15 wooden packing crates used to store tools and fire fighting equipment. Several such packing crates are located throughout the airfield, mainly near hardstands.

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- (17) Hardstands. [redacted] hard-stands on the airfield [redacted] were located as shown on memory sketch.
- (18) Motor pool and parking area.
- (19) Fuel storage area for automobiles.
- (20) Guard post and control point; guarded approaches to airfield and military areas.
- (21) Headquarters (two buildings) of the 25th HAF Jet Fighter Division.
- (22) Unidentified administrative building.
- (23) Small building which housed open-air film projector.
- (24) Open-air movie area.
- (25) Unidentified building.
- (26) Officers' mess, 25th fighter division pilots ate here.
- (27) Mess hall for ground-technical cadre of the airfield.
- (28) Loudspeaker.
- (29) Hospital.
- (30) Two lecture halls.
- (31) Three barracks for housing officer personnel of airfield.
- (32) Officers' swimming pool.
- (33) Officers' club.
- (34) State highway.
- (35) Landing strip. This strip was constructed in late 1952.
- (36) Site of "P-8" Radar; located 500 to 600 meters from road junction.]

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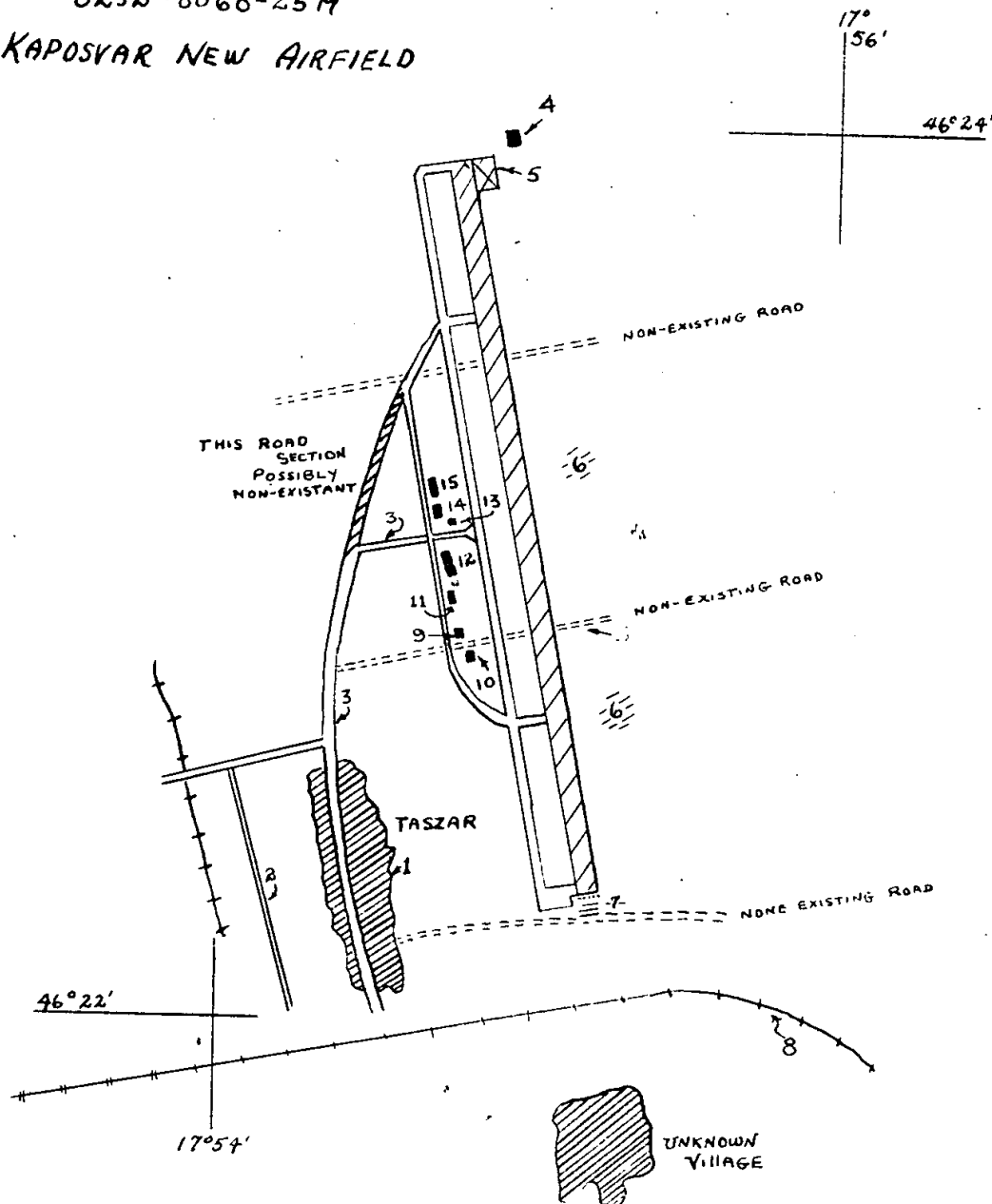
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OVERLAY ON USTM-SERIES 25
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KAPOSVAR NEW AIRFIELD

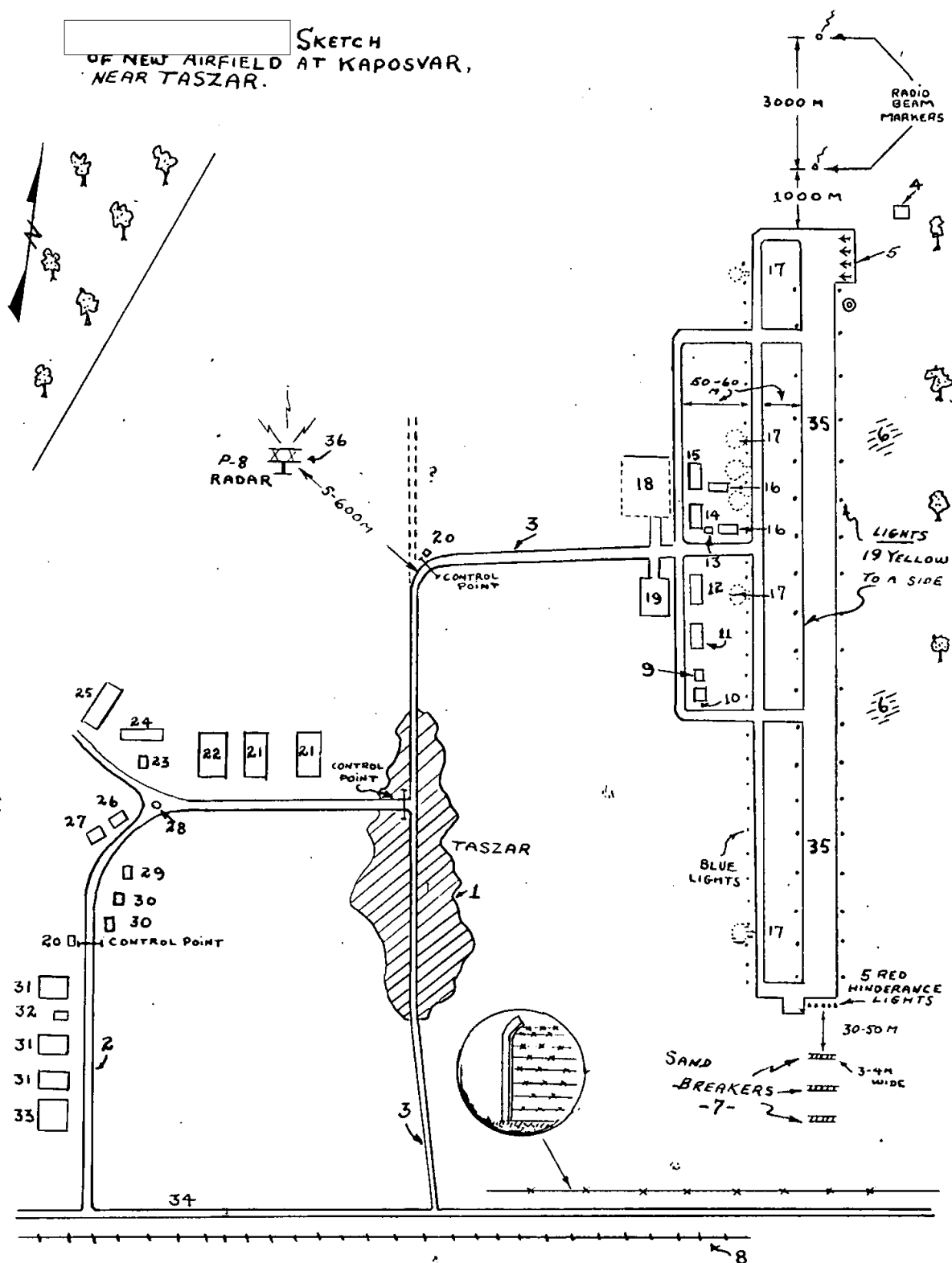


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OF NEW AIRFIELD AT KAPOSVAR,
NEAR TASZAR.



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